

THE LANE COUNTY NEWS

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SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, APRIL 8, 1915.

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SELECT TEACHERS FOR HIGH SCHOOL

School Board Making Progress in Election of Teaching Staff for Schools.

NAME INSTRUCTORS FOR THE GRADES ON FRIDAY

Adopts Policy of Graded Pay for Teachers Based on Fittingness and Experience.

After considering candidates at sessions Monday and Wednesday evenings, the Springfield school board has completed the election of teachers for the coming year for the high school, and at an adjourned session on Friday night will complete the roster of teachers for the grade schools.

A month ago the board voted to re-employ Superintendent R. L. Kirk, and P. M. Stroud as principal of the high school, and at the meetings this week have selected the following for the high school: Lena B. Newton, Effie Rhodes, Verna Tagg, Rex Putnam, J. F. Goddard, and Anna Rutledge. Mr. Goddard has charge of manual training in both the high school and the grades, and Miss Rutledge's work in domestic science takes in classes in both the schools.

Rex Putnam is a Springfield young man who graduates this year from the University of Oregon. Miss Tagg came recently from O. A. C. to finish out the school year after Miss Walling had resigned. Miss Rhodes has been teaching in the Springfield High School for a year and Miss Newton for two years.

In line with the policy of the board to increase as fast as possible the efficiency of the local schools, the board this week adopted a salary schedule suggested by Mr. Drury and based on the training and experience of the teachers hired. Teachers with normal training and years of experience will be paid more salary than those without this training and experience, and in both cases, salaries will gradually increase as the teacher is retained from year to year.

In connection with the advancement of teachers, the board has also decided to adopt a system of gradings, and those teachers graded "A" will be given an advance in salary with each added year in the schools. Those graded "B" will be retained in the employ of the district, but without increase in salary. Those graded "C" will be dropped at the end of the school year.

The salary schedules adopted have been put in force in the employment of teachers for the high school for the 1915-1916 sessions, but will not be fully in effect for grade teachers until the elections in the spring of 1916.

Following is the text of the salary and qualifications order:

HIGH SCHOOL SALARY SCHEDULE

No pre-3 yrs. previous experience	3 yrs. previous experience	pre-5 yrs. previous experience	5 yrs. previous experience
First year . . . \$50	\$55	\$60	\$65
Second year . . . 55	60	65	70
Third year . . . 60	65	70	75
Fourth year . . . 65	70	75	80
Fifth year . . . 70	75	80	85

GRAMMAR SCHOOL SCHEDULE
"No grammar school teacher shall be employed, after this date, who has not had at least 18 months experience outside District No. 19, Springfield, Oregon.

"Graduation from the advanced courses of a standard normal school shall be held the equivalent of the above experience."

"Salaries shall be paid as per the following schedule:
To teachers holding one year or five year certificate. (Per month.)

No pre-3 yrs. previous experience	3 yrs. previous experience	pre-5 yrs. previous experience	5 yrs. previous experience
First year . . . \$50.00	\$52.50	\$55.00	\$57.50
Second year . . . 52.50	55.00	57.50	60.00
Third year . . . 55.00	57.50	60.00	62.50

LIQUORS BARRED BY KING GEORGE

London, April 5.—Teetotalism will be enforced in all the king's household, beginning Wednesday. An official announcement just issued, dated April 6, says: "By the king's commands no wines or spirits will be consumed in any of his majesty's houses after today."

Fourth Year 57.50 60.00 62.50
Fifth Year 60.00 62.50 65.00

To teacher holding Normal Diploma or Life Certificate: (Per month.)

No pre-3 yrs. previous experience	3 yrs. previous experience	pre-5 yrs. previous experience	5 yrs. previous experience
First year . . . \$60.00	\$62.50	\$65.00	\$67.50
Second year . . . 62.50	65.00	67.50	70.00
Third year . . . 65.00	67.50	70.00	72.50
Fourth year . . . 67.50	70.00	72.50	75.00
Fifth year . . . 70.00	72.50	75.00	77.50

ORCHESTRA CALLS GREAT NUMBERS TO CHURCH

The newly organized orchestra made its first appearance Sunday evening at the Christian church, and as a result the church was filled to overflowing and many were turned away for lack of seats. An orchestra of this size for our little town and in fact the larger cities seldom have anything better. With the orchestra a chorus of twenty-five voices helped to gladden the hearts of those in attendance, and it seemed that every body wanted to help in the song services.

After a special duet sang by the Barkman sisters, Rev. Wigmore delivered a sermon on the Ascension and Coronation of Christ, and gave good reasons why Christ must ascend, and that he was crowned King of Kings in Heaven, and why we should Crown Him King of Kings in our own hearts and lives.

E. E. Morrison, director of the music, says that the orchestra was organized to take part in every Sunday evening service, and specials of different voices will be rendered. Next Sunday evening a male quartet of eight voices as a special, "Make Jesus King."

Will Demonstrate On Old Orchard

C. E. Stewart, county fruit inspector, has been secured by the Springfield Grange and Prof. R. L. Kirk of the Springfield public schools, to give a lecture in the orchard of Prof. F. G. Young at the corner of Fifth and B streets, Springfield, on Saturday, April 10, at 1:30 p. m.

This orchard has been loaned by Prof. Young to the schools of the town for practice and demonstration purposes, and Mr. Stewart will give a practical talk on the best methods to use in the treatment and renewal of such old orchards.

The members of the grange and the older pupils of the schools and all farmers or other persons interested in the best methods of handling such an orchard are urged to be present, for the lecture will be both practical and interesting.

Go to M. E. Conference.
Mrs. S. W. Cranmer, Mrs. T. J. McCracken, Miss Leota McCracken and Grace Thomas leave tomorrow morning for Junction City, and from there will go later in the day to Harrisburg to attend the Methodist missionary conference for a few days. Mrs. Cranmer expects to return the same evening.

Car of Cement for Walk.
A carload of cement was received this morning by Ole Solem & Co. who have the contract for the construction of half a mile of walk for the Brattain Land company, and others. Of the 600 sacks of cement in the car, 500 will be required in the

RAILROAD WORLD SPECULATES ON BUILDING OF LINE TO CRESCENT CITY

The report that Twohy brothers have undertaken to build 90 miles of railroad from near Grants Pass to Crescent City, on the California coast, and 75 miles north of Trinidad, the most northerly point on the California coast reached by rail, has been the cause of some speculation in the state press.

Yesterday's Oregonian publishes a map and an article in which it is suggested that the Southern Pacific may be interested in the Grants Pass-Crescent City line with a view to providing a way into California in case the Southern and Central Pacific lines are dissolved and the Southern loses the tracks it now uses between the Oregon-California line and Tehama. The plan, if it is a plan, involves the construction of 174 miles of railroad, as compared with 200 miles required to connect Coos Bay and the California railway points. Construction along either of the routes involves mountain work.

It would seem that the only direct result of the construction of the Grants Pass-Crescent City line would be the deferring for an additional ten years the construction of the Marshfield-Crescent City line.

Both the Oregonian and the Guard speculate as to the results in the railroad situation if the Southern and Central Pacific roads are ordered dissolved and competition established. Both offer the rather surprising suggestion that the Oregon Electric may acquire the Natron-Klamath Falls Cut off as a part of its line into California. Local railroad men cannot conceive of a situation that would induce the Central Pacific to sell this property to a Hill line.

The Guard's writer speaks of the possibility of the Southern Pacific making the P. E. & E. its main line upon the expiration of the lease of the present main line from the Oregon & California railroad company. Inasmuch as the lease has 75 to 80 years yet to run, the possibilities of the situation are not worth speculating upon.

The Guard's writer is likewise a bit hazy in regard to the ownership of railroad properties in this vicinity. The present line from Eugene to Natron is owned by the O. & C. R. R., while the track from Natron to Oakridge, and the surveys on across the Cascades, together with the site for shops here in Springfield, are all in the name of the Central Pacific railroad.

It will be noted that the Guard also has the California railroad commission working to have the Southern and Central Pacific lines dissolved. As a matter of fact the railroad commissions of California, Oregon and Nevada have all gone on record as opposed to the dissolution of the two roads, and resolutions to the same effect have been adopted by scores of commercial bodies in the three states.

The Guard's surmise on the railroad situation is as follows: The construction of the

DEVELOPMENT LEAGUE TO HAVE BANQUET

Two banquets are in prospect for members of the Springfield Development league, for the league, at its monthly meeting Tuesday evening not only authorized a committee to meet with one already appointed by the Business Men's club to provide for a joint "fellowship" luncheon, but also directed another committee to prepare for a banquet for Tuesday, April 20, for the members of the league. The committee to meet with the Business Men's club banquet committee consists of President J. E. Richmond, J. E. Edwards and L. K. Page. The committee for the league banquet of April 20 consists of R. W. Smith, S. H. Baker and W. A. Dill.

Grants Pass-Crescent City railroad, announced this week by Twohy Brothers, may have a very important effect upon Eugene's status as a railroad center, according to the speculations of railroad men. They see three competing roads from Eugene to Portland instead of two, or the possibility of the extension of the Oregon Electric from Eugene to San Francisco over what is the popularly supposed to be the Southern Pacific owned Natron extension.

Plans hang on the present suit of the government for the dissolution of the Central Pacific from the Southern Pacific, now in the federal courts, and the construction of the line from Grants Pass to Crescent City is believed by railroad men to be a counter check by the Southern Pacific to meet the possibility of an adverse decision, which, it is stated, would leave the Southern Pacific a body without legs, for at present the ownership of the system known as the Southern Pacific is much involved between the two companies.

The Southern Pacific line through Eugene is not owned by the Southern Pacific but is leased from the Oregon and California railroad company. From the California state line to Tehama, California, the road is owned by the Central Pacific. The Central Pacific also owns the Natron extension started from Eugene and Klamath Falls five years ago with the avowed purpose of forming a new route to California, and incidentally a new route into Oregon from the east, with the completion of the Oregon and Eastern.

This, with the completion of the Natron extension, which is built into the mountains from Oakridge and into the other side of the mountains from Klamath Falls, the Central Pacific would have a completed line from Ogden into California and north to Eugene.

The Southern Pacific has built the Portland, Eugene and Eastern with a heavier roadbed than the present main line—it is made for the heaviest of railroad traffic.

One speculation in railroad circles is that the Central Pacific might lease the Oregon and California from Eugene north, leaving the Southern Pacific to make the P. E. and E. its main line from Portland to Eugene continuing south to Grants Pass over the present part of the O. and C. to Grants Pass where the new line would connect the S. P. to the coast line now running north through Eureka and Trinidad. This would connect up the disjointed sections remaining after the Central Pacific had removed its parts, and it is said would give it a shorter line with less grades, making possible faster service between Portland and San Francisco.

Thus two competing lines would exist not only from the east to California, as is held in view of the California railroad commission in its efforts to effect a dissolution, but would

bring two competing lines into Eugene from California, insuring the completion of the Natron cut-off, now held up, avowedly by the dissolution suit. The Springfield shops, land for which has already been purchased where the heavy mountain engines would be cared for, and possibly where the steam trains would be taken up by electric locomotives over the Portland, Eugene & Eastern lines, are also involved in this railroad situation, it is said.

Another possibility has presented itself, in that the Hill interests might acquire the Central Pacific after the dissolution, in which event the Oregon Electric would be the connecting link between the Oregon and Eastern extension to Natron. The Oregon Electric was built to Eugene originally with the avowed purpose of becoming part of a greater main line to California, and through the purchase of the Central Pacific railroad men see the achievement of this goal.

Take Over P., E. & E.

Louisville, Ky., April 7.—A stockholders' meeting of the Southern Pacific Railroad company was held here today to elect fifteen directors and to consider the purchase outright of the properties of six railroad and steamship companies, the Southern Pacific has been operating. Nearly \$300,000,000 of the company's common stock was represented.

The companies to be taken over are the Coos Bay, Roseburg and Eastern Railroad and Navigation company; Corvallis and Eastern Railroad and Navigation company; Portland, Eugene and Eastern Railroad company; Salem, Falls City and Western railroad, and the Willamette Pacific Railroad company. It was indicated there would be no changes made in the directorship of the Southern Pacific.

RAILROAD BONDS PLACED

Twohy Bros., Railway Exchange Bldg., of Portland, have arranged to finance and perform the work necessary to complete the proposed railroad to extend from Grants Pass, Ore., to Crescent City, Cal. Of this distance ten miles extending from Grants Pass to Wilderville have already been built with funds procured through the bond issue of \$200,000.

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W. O. W. Initiate Candidates

Sixteen "choppers" were initiated at a roundup meeting of Springfield camp No. 247, of the Woodmen of the World on last Tuesday evening. Some forty visitors, including the officers and degree team of the Eugene camp were present, and there were a hundred or more of the local members and visitors. Following the meeting a fine banquet was served.

SWARTS & WASHBURNE TO OPEN MEAT MARKET

Messrs. Swarts & Washburne went to Portland last evening to purchase equipment for a meat market which they expect to open in the Harry Hill building at Fourth and Main streets in about ten days.

Messrs. Swarts & Washburne have been conducting a wholesale business in cured pork products for the past year, and both have had experience in the retail meat business as well.

ODD FELLOWS FIT UP MEMBERS' CLUB ROOMS

Trustees of the Odd Fellows lodge this week fitted up one of the office rooms in their building as a club room for members. Tables and comfortable chairs were placed there, and reading matter will be supplied so that members may go there and pass away an hour or more whenever they wish.

ETHYL ALCOHOL FROM WOOD WASTE

Important Experiments are Being Made by Forest Products Laboratory

PRODUCE 21 GALLONS PER TON OF WASTE

Processes Utilize Material Not Suitable for Making Paper or Gas.

Portland—The Forest Products Laboratory at Madison, Wisconsin, is now carrying on a series of experiments to discover whether such waste as sawdust and shavings may be converted, profitably, into ethyl alcohol. The results thus far obtained indicate that between 21 and 22 U. S. gallons of absolute alcohol may be obtained per dry ton of waste.

To those interested in this problem, it has long been apparent that there was need for some method of turning to account the millions of tons of waste which accumulate in the sawmills of the country. The bulkiness of this material makes a minimum amount of handling imperative, and almost precludes the idea of transportation. Furthermore, this waste is so fine and of so varied a character that this places a limit upon its use. For example, it cannot be used for pulp for paper making, owing to the short and torn condition of the fibres, nor can it be used in destructive distillation chiefly because it is too fine to heat properly in the converting process. Therefore its utilization must be by some product that will absorb any and all kinds of waste.

All woods have one factor in common, and that is the presence of cellulose. Any process, therefore, which could chemically utilize this cellulose, would overcome the objection to a fine and mixed waste. The manufacture of ethyl alcohol from wood waste has been carried on commercially for several years, but neither the process nor the results have been perfectly satisfactory, as it is known that but a small percentage of the available sugar has been extracted from the cellulose. It is this sugar which is fermented by the introduction of yeast and converted into alcohol. It is with the hope of improving the process and securing a higher percentage of the product that the Madison Laboratory is conducting experiments. The apparatus used consists mainly of a rotary digester, a leaching tank, and a fermenting vat. These machines could be set up in any mill. It is expected that still further results will be obtained with the continued experiments.

City Water is Pure.

Reports just received from the Oregon Agricultural college laboratories by Councilman M. M. Peery, chairman of the health committee show that the samples of Springfield water sent for tests are entirely free from colon bacilli, and the water is therefore safe for family use. Other tests made at the University of Oregon give the same results.

BIGELOW MOVES HIS BUTCHER SHOP

Work of fitting up the room in the Perkins-Winzenzied building next to the News office was begun today for A. Bigelow, and the fixtures of his meat market will be moved to the new location tonight.

Expects to Ship 50 Cars Spuds

E. E. Morrison this week completed the distribution of four and a half car loads of seed potatoes among farmers in the vicinity of Springfield. This means there will be from 45 to 50 carloads of potatoes shipped out of Springfield next fall.